WHEELING, WEST VA., TUESDAY MORNING, MARCH 15, 1887.

VOLUME XXXV.--NUMBER 174.

## The Intelligencer.

office: Nos. 25 and 27 Fourteenth Street,

Civil Service REFORM isn't so slow after all, when only three Republican revenue collectors remain and they are "going to

A MOVEMENT is on foot to set up Beecher statue in Brooklyn. Beecher AND OVER FIFTY WOUNDED will for a long time remain Brooklyn's most noted product.

SCILY, who was, and pehaps is, handling the big Baltimore & Ohio deal, is said to be a lawyer of a literary turn. The turn that he is trying to make has equal glory in it and more gold.

Has Jacob Beeson Jackson no cards to play in this little Senatorial game? The INTELLIGENCER might be induced to become his personal organ again if he were to come out of his shell in some style.

WHILE the American Minister to the Court of St. James is drinking in the delusive joys of Monte Carlo, he may find time to send in an official report telling how much better it all is than common

We don't think it would be so bad as that. though it would be sort of lonesome like

THE INTELLIGENCER has been very far from condoning the fault of those State University students who were suspended for cheating in their ancient language examination. We shall, therefore, not be misunderstood when we recall the fact that the present professor of ancient languages has been seen in his class hearing witations with an interlinear translation pursues the same plan now. He may have reformed. The students call their offence "monkeying"-a good enough name for the offence of the professor. The Regents can help the institution greatly by finding anew man for the place of this professor who has never been a success.

GOVERNOR WILSON has an opportunity to do the State a service in the appointmont of a new Board of Directors of the Hospital for the Insane. The bill introduced by Judge Maxwell, of Harrison, and passed by the Legislature, makes a clean sweep of the present directors to take effect April 1. The Governor in the meantime is to appoint nine directors, six Democrats and three Republicans. A little mixing of politics in the Board ought to be of advantage to the institution. which has not fared well under a "solid"

empany will of course move to obtain the right which it has already exercised This will bring before Council a question

natural gas companies so that they could not become competitors with the city gas works. How much better would it be for the city to have its monopoly practically electric lighting? By reason of the monopoly the gas works are able to furnish streets and to pay \$11,000 a year interest on city bonds. If the electric light competition were to become great, the gas works might easily be unable to respond to the interest charge for bond account.

sive franchise might soon drop to nothing. and it would make no difference that the destruction had been wrought by the electric light instead of by natural gas. We throw out these thoughts as helps to the discussion which City Solicitor Caldwell's opinion will excite.

There is another thought, and that the INTELLIGENCER presents with its compliments to the Gas Trustees: If those pubfarnish their englomers with a hotter article of gas, there would have been less chasion for a rush to the electric light.
Low candle power and high bills have well nigh dignated consumers, and the Promise of a good light at a fair price was very inviting.

Cuicago, March 14.—A special from Harley, Wis., says the rumor of the sale of the shihand Iron Mine at Ironwood, Mich.,

The sale of the controlling interest has o'clock said that when he left some twenty Beam and to the Penckee and Geogebic beveloping Company, which owns the elebrated Colby mine. Charles L. Colby, President of the Wisconsin Contral Ballbad Company, is also made President of Bahland Company. The Colby, Ashland and Tilden mines till be consolidated under the name of the

had was no the basis of \$1,500,000. The brane owners retain several thousand thares of the stock, and E. O. Hayes is Sade General Manager for the enaming lear. This is the largest cash transaction let made in Geogebic mining property.

An Iron Ore Combination. CHIGAGO, March 14.—An iron combins

Sipisaing. Senator Payne, Stephen Son-turke, Eractus Wiman and other promi-

nent capitalists are understood to be in-krested in the scheme.

NEARLY THIRTY LIVES LOST

By a Train Plunging Through a Bridge Near Boston,

Some Harrowing Sights at the Scene of the Wreck.

CARS UTTERLY DEMOLISHED.

Speculation as to How the Accident Occurred.

Boston, March 14.-The most horrible railroad accident that has occurred in the vicinity of Boston since the holocaust at Revere, happened this morning in the

The 7 A. M. train on the Boston & Provi dence Railroad crashed through a highway Forest Hill and Roslindale stations, the possibility of West Virginia being bereft accident resulting, so far as learned at of half her representation in the United present, in the death of thirty-three perpresent, in the death of thirty-three per States Senate, his blood ceases to flow. sons and the injury, in many cases very serious, of forty more. Most of the injured are said to be women.

The crash of the falling bridge and care as heard for some distance and the inhabitants flocked to the scene. The fire department was also on the scene almost department was also on the scene almost immediately and prevented the crowning horror of cremation. Doctors and ambulances were sent for in every direction and many soon arrived. Their services were put in execution at once as the dead and wounded were taken out. Most of the dead and those of the injured who are able to be moved were sent to Realigade.

or Dedham.

The train was in charge of Conductor Tilden, who met a terrible death. He was found on the bank with one leg literally torn of; his abdomen separated and bowels protrading. He was also otherwise badly maugled. He died a faw moments after being found. A mounted policeman is also reported killed.

The Globe's extra accident edition says: Eleven nergons are known to be dead, six

The Globe's extra accident edition says: Eleven persons are known to be dead, six of these were young girls going to work. Over thirty persons are seriously injured, many of them fatally and some lying row in terrible agony. Conductor Myron Tilden was killed on the spot. Assistant Conductor Drake is dying of his injuries. Sergeant Naylor, of the West Roxbury division of police, was killed. On last Saturday he renewed a \$3,000 policy on his life. Alice Burnett, Roslindale, was killed. George Lord is badly injured; Webster Drake is seriously injured; P. S. Harvay badly braised. GIRLS AMONG THE KILLED.

Dra. Shaw, Dixon, Neyes, DeBloig, Hubbard and Tarbell were summoned to the Bard.

The new Board is to appoint a Superintendent and six assistants who shall be graduates of reputable medical colleges," aqualification which, strange to say, is not now required. This excellent measure was introduced by Judge Maxwell before the special committee was sent to Weston, and passed after that committee's report clearly showed that only a radical reform could be of service to the State and the unhappy patients.

The opinion of the City Solicitor in the faster of the poles and wires of the site of the poles and wires of the strange Electrical Company will be the first suggestion to many people that the company had not been granted the right to do what it has done. The City Solicitoria a good lawyer, and he is very likely to know what he is talking about. The campany will of course move to obtain Frank Irvius gaid when he came along the scene of the section. The composition of the course move to obtain the scene of the saccident. Dr. Noyes describes the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful in the extreme. When he mentioned the fact of the six the scene as frightful and the injured cared for. Some were taken to the Me scene of the accident. Dr. Noves describes

the killed by the accident.

Frank Irving said when he came along on the next train after the accident he saw governeen dead bodies lying near the

track.

The wounded will number a very great The wounded will number a very great second car of the train. This car was almost, which it has many and most of them are fatally injursely and the second car of the train. This car was cannot be second to respect to the train of the train bankment, which at this point is turry or thirty-five feet high. This bridge crosses the marsh which lies between Forest Hills station and Roslindale, and is approached on either side by embankments which were filled in when the road was con-

structed.
The train is one of the largest and heaviest on the morning list. This morning, as usual, the train was heavily loaded and the three last cars, the ones that left the track, were filled with passengers who had taken the train at Dedham and the stations intervening between there and Forcest Hills.

vas sent to the nearest station, and from here the superintendent of the road was notified by telegraph and messengers sum moning surgeons and assistance were sent out on horseback. Surgeons were at once in attendance and the wants of those pas-

In the meantime a force of men set to war to obtained at the City Hospital and forwarded by special train, which also carried a large number of surgeons, to-gether with friends of the passengers.

CONFLICTING ACCOUNTS. oodles had been taken out, and that two bodies had been taken out, and that two of the persons who had been injured and been removed to the City Hospital had died after reaching it from the effects of their, injuries. The number of persons injured was very large. The bridge where the accident occurred was one over South street, and the gentleman says that the accident was due to the giving way of the structure under the waight of the the structure under the weight of the train, owing doubtless to some hidden fault in the construction of the material

1sed.
The news spread like wild-fire, and peo-ple througed to the scene by thousands.
In a short time the place was crowded

ith people. 'The *Herald's* noon's edition gays: Re ports from the accident are varied. Some of them are of the most horrifying charac

deafening noise, a moment or two of the a grinding of timbers and then for a moment all was still.

It had come with such awful suddenhoses that every body seemed to be paralyzed. Directly in front of us sat a man named Ryan, one of my neighbors in Roslindale. We were conversing with him tat the moment of the crash. Ryan was half turned in his seat as he talked, and if the moment after the crash when I saw him again he was actually run through u and through by splinters from the bottom of the car. The sight among the debris d in the roadway was horrible. There were f many people dead, pinned down by timbers, and many wounded. The train was running at a great speed but had slowed d some as it neared the junction at Forcet Hill. The quickness with which the a crash came was remarkable. It came in an instant, like a flush of lightning."

LIST OF THE CASUALTIES. The revised list of deaths, so far as asertained, is as follows:

Certained, lass follows:
Lizzie Walton, aged 17 years, of Dedham.
Myron Tilden, conductor.
Lizzie Maudeville, of Dedham.
M. Laylog, a policeman of Station 13.
Mrs. Ellis, of West Roxbury.
LDA Adams, aged 16 years. of West Roslindsle.
Ellis Burnett, aged 20 years, of Roslindsle.

EDWARD MORRIS, of Dedham.

EDWARD MORRIS, of Dedham.
GRO. METCALF, apothecary, of Boston.
MRS. OARDINAD, of Roslindale.
CHARLES SNOW, of West ROXDURY.
STEPHEN HOUGHTON, aged 33 years, of
Roslindale.
W. WEBSTER CLAFF, of West Roxbury.
WILLIAM & SNOW WILLIAM E. Snow. of West Roxbury.
MRS. NENNARD, of West Roxbury.
FRANK NICHOLS, of Dedham.
H. HUMPHREY, of Dedham.

Among the wounded are the following

JOHN H. DRAYTON, of Dedham, right are fractured.

EDWARD COOPER, of Dedham, internal in juries. VERSTER DRAKE, assistant conductor, o

Dedham, seriously injured.
H. C. F. DRAKE, slightly injured.
O. S. HAMMOND, of Dedham, right

All of the above named were taken the hospital. The following were also in

NTGG:
W. H. SMITH, brakeman, badly hurt.
R. SPAANO, barber, of West Roxbury.
WM. KREEKLES, of West Roxbury.
J. C. CLEARNEY, of Roslindale.
GEORGE WALDERS, of Roslindale.
— HAWKINS, of Roslindale, hand injured.

jured. CHALES MAY and HARRY GAY, mortally injured. T. Bownax, of Dedham, hip and back in

jured.
FRANK YOUNG, of West Roxbury.
WM. HUDSON, of West Roxbury.
WM. HAWKINS, of West Roxbury.
The latest computation shows in total of twenty-three killed and fifty injured.

in Appalling Rule Without the Additions

BOSTON, MASS., March 14.-The wree. as it lies makes a more appalling ruin than White River Junction and other scenes of White River Junction and other scenes of horror fire wiped out all the ruins that were not indestructible, but not so this time. There lies the great trough nearly filled with torn, twisted, crushed and splintered railroad property. An adequate description of the shapeless mass is simply impossible. Of the nine cars which formed the train six are in the out. The were horizontally in the shapeless mass is simply impossible. Of the nine cars which formed the train six are in the out. The first, No. 52, lies minus its trucks near the track, about 400 feet from the seemed to be nain stricken at the mo-

number 23, the third one of the train, is on the embankment badly demolished, but retains its general shape. The passengers in this car were badly shaken up, but there were no serious casualities among them. This car lies partly on its side about 100 feet from the chasm. Next came car No. 87. It is doubtful if any one caaped from this car alive. The bridge entirely gave yay before it reached the inward side, but the momentum of the train and the strength of the couplings carried it nearly over the chasm. It dropped just before it reached the abutment and the body of the car dashed against the solid stone wall.

THE FORCE OF THE SHOCK. The force of the shock shot the roof for ard so that it cleared the chasm and slid along the rails a full length. The body of along the rails a full length. The body of the car was literally ground to pieces, and the bits of wood, iron and human bodies were strewn upon the road heneath, form-ing the foundation of the wreck. Those who examined the wreck could find no distinct trace in the ruins of this car which could be identified. The only proof that it had existed was, the fact that there were plainly nine car roofs at different points, and it followed of gourse that nine cars had been wrecked, though it was not

are had been wrecked, though it was not cossible to trace but eight. The care possible to trace but eight. The cars which lie in the chasm form a pile of wreckage 400 feet long by 100 feet wide. The road beneath crosses at such a sharp angle that all the cars were diverted on striking the opposite abutments into a general position parallel with the street and the abutments. Most of the casualties were in cars Nos. 87, 80 and 54 respectively, the fourth, fifth and sixth on the train and the first second and third

spectively, the fourth, fifth and sixth on the train and the first, second and third of those which went into the chasm. Car No. 54 lies in a heap of splinters, with sides and roof broken in. The stoye did not break its instenings but was broken above the grate. The fire, however, was extinguished.

Car No. 80 lies partly on ear No. 54, unroofed and with every seat gone. Several of the killed and wounded persons were taken from this car. Car No. 81 is practically demolished, while No. 82 lies almost intact upon the ruins. Many persons were injured in these cars and but few were killed. Eact of thom is the upturned wreck of the smoking car, only a corner of which remains. The car whirled upside down as it half fell from the embankment. Scarcely any of its occupants escaped interests. lown as it half left from the emphasized in-carcely any of its occupants escaped in-ury and Policeman Lailor and one or two others were killed.

of them are of the most horrifying character. One report states that twenty-two persons were killed outright and a large number injured. Another report says nineteen bodies have been taken from the wreck. One man who arrived at Boston at 10 A. x. said he counted fifteen bodies beside the wreck. Still another, and the most startling of all, says twenty-seven persons have lost their lives by the accident and that a large number are

seriously injured. A dispatch from a reporter at 10:50 A. M. states that twenty-three persons are lying dead at Roslindale.

The accident is attributed to several causes, but it is now stated—that it was caused by a truck under one of the cars becoming detached and striking against the abutment of the bridge.

Gaorge Sanford, of Roslindale, was in the second car of the wrecked train. He tells a thrilling story of his experience. He said: "I took the train at Roslindale with my inother. We were citting in the middle of the second car. There was a baselutely nothing to give a premonition of the disaster. All at once there was a crash, a deafening noise, a moment or two of the grinding of timbers and then for a moment all was still.

It had come with such awiul suddenness that every body seemed to be paralyzed. Directly in front of us sat a man named Ryan, one of my neighbors in Roslindale. We were conversing with him at the moment of the crash. Ryan was half turned in his seat as he talked, and the moment after the crash when I saw

Tony a single track crosses it now and the experts cannot understand how both trusses were carried down when the bearing comes upon only one.

Mr. Manley, of the City Engineer's of the bridge soon after it had fallen. He eadd Trust the second a careful inspection of the bridge soon after it had fallen. He eadd Trust there was no apparent reason for its given gway, or the breaking of the iron work. It seemed as if some force had drawn it forward and thrown it from its bearings way, or the breaking of the iron work. It seemed as if some force had drawn it forward and thrown it from its bearings.

A La Davis, of the Boston & Providence railway, considered one of the best railroad men in the country, expressed a similar opinion.

A Mr. Blaisdell, who was crossing from the disaster. All at once there was no apparent reason for its given gway, or the breaking of the iron work. It seemed as if some force had Trust gway, or the breaking to make the provides control the bridge of the best rail fracture is fresh.

The first sign of violence to the cars is

upon the woodwork of the second truck of the first car. A violent blow from underneath fractured a 10-inch timber of the framework of the truck midway between the rail and between the two axles. The blow lifted the truck from the track and derailed the car.

blow lifted the truck from the track and derailed the car.

Engineer White says that in going across the bridge he felt a shock which he thought might have been caused by a broken axle. This, however, could not possibly have been the first cause of the accident, for the trucks of the first two cars are in good condition, except as regards the point above mentioned. The only remaining possible cause is a broken rail. It is doubtful if any examination on this point would result satisfactorily, for is point would result satisfactorily, for here are many of them twisted an

broken.

The scene at the bridge shortly after the disaster was heartrending. In one place seven bodies taken out were placed in a row. All wore badly mangled, Large numbers of women were on the train and many were to be seen in the ruins. One woman was cut completely in two, the upper half only being found. Two men who were saved had their faces hacked, and the lips of one were cut off.

NUMBER OF VICTIMS NOT ORTAINABLE. NUMBER OF VICTIMS NOT OBTAINABLE.

ect and complete list of the killed and ounded, owing to the fact that immediately after the catastrophe occurred its victims were hastily removed from the reene and in such widely diverse directions that it is extremely difficult even to trace that it is extremely difficult even to trace them correctly. Some of the injured were at once conveyed to their homes, others were taken to hospitals while others still found temporary shelter in the residences in the immediate neighborhood.

Some of the dead, or a majority of them in fact, were brought to the City Hospital morque, but there were others taken to the depots of Roslindale, Forest Hills and Canterbury. Agents of the railway company are now diligently at work endeavoring to complete statistics of the calamity, and, a full list of the casualties will

oring to complete statistics of the calamity, and a full list of the casualties will doubtless be furnished at the enricest practicable moment. All day a large corps of surgeons has been at work attending to the injured, it now being estimated that nearly 70 persons received severe wounds. Of these it is said a number will probably die. Additional evidences were found of the horrible nature of the disaster at a late hour, as the work of romoving the wreck progressed. In some places were fragments of death

late hour, as the work of removing the wreck progressed. In some places were fragments of flesh or pieces of clothing which had belonged to some victim whose remains had pre-viously been removed. There was blood over everything. Most of the pieces of clothing found were from garments of women and the fatality among them is proportionately greater.

A pathetic sight was that of two cirls with arms around one another clinging together in the embrace of death. In many instances sizes and crowbars were shrods. She said the women in her ca seemed to be panic stricken at the me

dying woman's breast.

Daniel Roundy, of Roslindale, had most remarkable experience. Ho was Snow, Harry Gay and Sergeant Lailor.
The crash came, and the next thing has know he was in the muddy street, uninjured, and holding in his hand the queen of diamonds, which was covered with blood. His three companions had all been billed.

alks on the Senatorial Muddle-Complica

tions that may Arise. CINCINNATI, March 14 .- The Enquirer' Charleston, W. Va., correspondence has the following: "One of the most perplexing features about our Senatorial contro versy," said Senator Kenne, "is the possibility of this State being deprived of one

of its Senatorial representatives until after "How could that happen?" I asked

him.
"The question involved is one that has The question involved is one that has never yet been passed upon—it is a new question. Now, it the Legislature should fail to choose a Senator when it convenes in April it is a very grave question whether the Governor has the power to whether the Governor has the power to appoint any one to the vacancy. When a vacancy in the Senatorial office occurs during the recess of the Legislature the constitution confers upon the Governor the power to fill the vacancy by appointment, which appointment holds good until the next meeting of the Legislature, when that heavy must fill the vacance.

and adjourned, as soon as the 4th of March came around, and Mr. Camden's term ex-pired, there was a vacaucy which the Gov-ernor had the constitutional right to fill ernor had the constitutional right to fill by appointment, and his appointee con-tinues to hold until the next meeting of the Legislature, but no longer."
"Do I understand from this that Mr. Lucas' term expires with the convening of the Legislature in April under Gover-por Wilson's call?"

of the Legislature in April and there nor Wilson's call?"

"That is certainly the case, and there intervenes the difficult problem: Does the vacancy occasioned by the limitation of Mr. Lucse' term to the next meeting of the Legislature happen during the segment of the Legislature or during a recess? of Mr. Lucas' term to the next meeting of the Legislature happen during the session of the Legislature or during a receas? If during the latter, the right of the Governor to fill the vacancy is undisputed; if the former, it is extremely doubtful about his power to appoint. His right to appoint is limited to a vacancy occurring during the recess. As soon as the Legislature of the contraction lature convenes and organizes the term of Mr. Lucas expires, and a vacancy occurred to the convenes of the con others were killed.

SPECULATION AS TO CAUSE OF ACCIDENT.

The bridge where the accident occurred was built in July, 1876. It was 140 feet in length and 20 feet in height, and spanned the road, resting on heavy stone as a spanned the road, resting on heavy stone of the length such that the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacadenger arises of West Virginia being deprived to the controversy of the last of the controversy of the last of the controversy of the last, and falls to elect a Senator to the controversy of the last, and falls to elect a Senator to the controversy of the last, and falls to elect a Senator to the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacancy occurred to the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacancy occurred the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacancy occurred the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacancy occurred the controversy of the last, and falls to elect a Senator, the power of the Governor to fill the vacancy occurred the controversy of the last, and falls to elect a Senator to elect a

IT WILL BE SOLD.

THE FEELING IN BALTIMORE,

on the Streets-The Stock of the Company Recovers from Saturday's Quotations-Why Garrett Wants to Sell.

at 170, against 165 on Saturday. There were 136 shares sold at the higher figure. It is some time since so much of the stock

was on the market.

Mr. Garrett was seen to-day but would whir. Garrett was seen to-day but would not say anything in regard to the road nor the telegraph system. He declined to say if he had had recent communication with a prominent telegraph operator from New York. A search of all hotel registers has falled to discover the presence of such officer in Baltimore, though he may have been here. been here.

A Washington correspondent of the

American has interviewed a prominent railroad man who says: "The trouble with the old deal was that the contracts, or papers, or agreements signed by Sully and Garrett were signed on Friday," said one of the railroad men interested in the deal to me to-day. "There are as many superstitious people in Wall street as in the biggest gambling houses, and they claim it was unlucky. I will tell you exactly how the whole matter came about. It all dates from the Tiffin, Ohio, disaster. We must go back a few months, to the time that William M. Clements was removed and Bradford Dunham appointed in his place. Clements was mest popular with his men, and they would do anything for him. When Dunham took charge he removed many men, others left. It is a fact that every man connected with that Tiffin disaster was a new man on the read.

THE ATCHISON ROAD

And Its Connection with the Bultimore Sr. Louis, March 14.-The Republican o-day says: A railroad official whose connection with the Naw York and Boston nection with the New 10rk and hoston man in the baperyising Architects of Mee, end of certain trans-Mississippi roads at a salary of eight dollars per day. Mr. gives him most excellent opportunities to Howard is the architect of the State know what is going on behind the current of the salary of eight dollars per day. The control of the State House at Charleston, W. Va., and is at present in business in this city. tain, said last night that no one need be thin, said last night that no one need be surprised if, when the smoke of the Baltimore & Chio is cleared away, the Atchison, Topeka & Santa Fe is found to be the owner.

He said it was no secret that the Atchison used its influence in Mr. Garrett's favor when the Arthur Kill Bridge bill was needed, and that the anceasa of that meaning, and that the anceasa of that meaning, and that the anceasa of that meaning.

pending, and that the successof that mea- them by the students and town people. sure was due largely to the Atchison's efforts. It was asserted by this gentleman that negotiations have been pending between the Atchison and the Baltimore officials for more than six months, and that the hitch in the deal last week was wholly due to the Gould party, who wanted to defeat it because the Missouri Pacific did not like the idea of its most powerful and appraging vivel cortellar. powerful and energetic rival controlling a continous line of road from ocean to

ocean that and search was controlling as continous line of road from ocean to ocean.

The Atchieon's plan was, it seems, to secure the B. & O. through the Richmond Terminal Company, so that it could perfect its plans for reaching Staten Island under cover, but the uncovering of the scheme will not defeat the original purpose. The contractors are pledged to have the Chicago extension of the Atchison completed by May, 1881, sad work on the Arthur Kill bridge will be begun this spring, and the structure completed before the year is out. This would leave the link between Philadelphia and the bridge to cover, which could very easily be done by the time Ohicago is reached from the West, when the Atchison would have a continuous line of its own batween San Francisco, and New-York, much shorter than any other transcontinental route. han any other transcontinental route. Railway ligal in the West.

CHICAGO, March 14 .- A Joliet, Ill., speial says: The Joliet, Aurora & Northern Railway, owned by Messrs, M. C. & E. E. Railway, owned by Messrs. M. C. & E. E. Wood, of Chicago, and H. H. Evans and D. Robertson, of Joliet, has been sold to Drexel, Morgan & Co., of New York city, All of the late stockholders except E. E. Wood will retire. It is stated that the purchase price for the twenty-five miles now in operation is in the vicinity of \$500,-000. The purchasers are understood to represent the Chicago, Milwaukee and St. Paul people, under which corporation the Joliet, Aurora & Northern Railroad will be extended 100 miles north of Aurora, where it will tap that system. The new road will also be extended eastward from on. The purchasors are understood to represent the Chicago, Milwankee and St. Paul people, under which corporation the Joliet, Aurora & Northern Railroad will be extended 100 miles north of Aurora, where it will tap that system. The new road will also be extended eastward from this place to Valparaiso, Ind., where it will tap the Pennsylvania and Grand Trunk lines. These extendens are to be constructed this year and surveyors are now in the city making surveys in the direction of Valparaiso. The Chicago, Santa Fe & Colorado Railroad in also associated in the above-mentioned deal, its President, Norman Williams, having acted as agent for Drexel, Morgan & Co. in the transfer which was made at Chicago.

Bets on Gould.

New Yons, March 14.—The Times says the Windsor hotel yesterday that when the smoke clears away the new owner of the Baltimore & Ohio would be found to be Jay Gould.

Lospon, March 14.—The Times referring to the debut in London of the American singer, Lillian Nordica, says: "If all Col. Maplaca's debutantes are as promising as we "know whereof we speak."

The purchasors are understoad by the Faculty or a court-martial convened by the demand it such trial shall be by the Esculty, or demand it such trial shall be by the Esculty, or demand it such trial shall be by the Esculty, of demand it such trial shall be by the Esculty, of the University or a court-martial convened by the faculty, or a court-martial convened by the demand it such trial shall be ly the faculty, or demand it such trial shall be ly the faculty, or demand it such trial shall be ly the faculty or observed by the faculty. And no cadetaball be discharged by order concurred in by a court-martial convened by the faculty. And no cadetaball be discharged becaute two-thirds of the members of the blistery in the description of the believe class of students, is moved by order concurred in by at least two-thirds of the members of the Esculty. "Justice," in attacking the President of the University, who commands the high except by order concurred

singer, Lillian Nordica, says: "If all Col. Mapleon's debutantes are as promising as Mile. Nordica, all reasonable demands will be satisfied by them."

INTER-STATE COMMERCE. West Virginian for the Secretaryship of

Special Correspondence of the Intelligencer.

WASHINGTON, D. C., March 13,-It is probable that West Virginia will receive a good place in connection with the Inter-State Commerce Commission. It is the desire of the Administration that the Sec-

Baltimons, March 14.—Since it has become generally known that a meeting of railroad men was held in this city yesterday, the people are rapidly coming to the conclusion that the Baltimore & Ohio railroad will be sold. People are now talking on the streets about the possibility of the road falling to pay a stock dividend, because of extensions and improvements, in which event large interests may be put to serious inconvenience. There is, however, much confidence manifested in the solidity of the road and shares sold to-day at 170, avainst 165 on Saturday. There retary of the Commission shall be a man lam informed, on what appears to be

selves.

I am informed, on what appears to be good authority, that a number of prominent and influential men here, who are connected with the administration, and several leading members of both houses of Congress, propose to urge Mr. Holly G. Armstrong, of Jackson county, W. Va., for the position, as a man who is very available on account of his ability to fill the bill. Mr. Armstrong is the present Ohief of the Stamp Division of the Internal Revenue Bureau, which is one of the most responsible places in the Treasury. His administration of the office has been, it is stated, most satisfactory, and marks him as a competent man. In the place he now holds he has during the past year had full control of \$175,000,000 worth of property and has accounted for every penny. His administration has been such as to stamp him as a thorough business man, and his friends are urging him to make a fight for the secretaryship of the commission on his record. There is no doubt that Mr. Armstrong will be the secretary if that officer is taken from West Virginia. Since it must be a Democrat, there is none for whom Republicans have a higher respect. Among Mr. Armstrong's endorsers for the position he now holds are many of the leading Republicans of the State.

FORMER WEST VIRGINIAN

FORMER WEST VIRGINIAN obs Up for Internal Revenue Collectorship

ham took charge he removed many men, others left. It is a fact that every man on the road. This, together with the comment passed on Mr. Garrett by the newspapers at the time, made him terribly blue and haraseed. His elster, Miss Garrett, likewise, was greatly worrised over the affair, and Robert Garrett remarked that the papers had even hinted that he was a murderer. This, to a man of his sensibilities, was most distressing. Just at this time Jay Gould sent two directors of the Western Union Telegraph Company to see Mr. Garrett, with one of his numerous offers, to buy out the telegraph company. They saw Mr. Garrett. He spoke of the terrible strain he was under and how the papers had spoken of him in connection with the accident.

"When the New Yorkers made the offer, Mr. Garrett looked at them and replied: No, gentlemen, I will not sell the telegraph company. If I sold the tail the phide would have to go with it. I feel just at present as if I would sell the lide and tail, too. This criticism of my man agement has worn me out. I am almost tired of railroading. When you are are adjusted to the removed to colorado. The proposed to the terrible strain he was under to colorado state Senator. On the state hand is seen and tail, too. This criticism of my man agement has worn me out. I am almost tired of railroading. When you are are adjusted to the proposed to the proposed to the removed to colorado. The proposed to the removed to colorado color

Architect Howard in Washington,

Washington, D. C., March 13 .- Mr. S M. Howard, architect, formerly of Whee ing, has been appointed Chief Draughts man in the Supervising Architect's office.

and extravagant prices were offered for a single copy. In a certain student's room it is said, over 35 boys stopped to read the paper.

The comments on the different articles

for and against the faculty were diverse, some inclining to the opinion that "Justice" was volcing the sentiments of the majority of students, and others holding that my letter of the 9th was about

correct.

Many students, who at the time, were only able to ascertain one side of the case, are, after an explanation too explicit to admit of a doubt, convinced that the past action of the faculty of the West Virginia

University is just and proper.

The University is expected to furnish the leading men of our State in afte years and it is not fitting that the faculty should refuse to recognize merit and pro

should retuse to recognize merit and promote theft.

As President Turner has said, "the University had better be torn down and salt sown on the ground than such pernicious practices be allowed." All admit the investigation practices be allowed." All admit the investigation was timely, but some maintain that the suspension for cheating at examinations were made upon "circumstautial evidence and that of the filmsiest character." This is an erroneous impression. The faculty are cognizant of fact that will be made known at the proper time, and which will warrant every one of the dismissals. Rule 50, of the Rules and Regulations for the organization and discipline of the State Cadets, requires that "Any Cadet accused of any breach of discipline or violation of the laws or rules and regulations for the government of the and regulations for the government of the University, the shall have a fair and impartial trial of the charges against him. If he demand it such trial shall be by the Facul-

rry consutting all powers," and we think risoned almost exclusive "know whereof we speak."

Was it not right for him to put a stop to three battallons are the eastern frontier.

fluence of intoxicating liquor shall be discharged?" Was he intimidating the

e charged?" Was he intimidating the young man who refused to speak to him and who insulted him upon every occasion, when he informed the robellions youth his course of action must be changed to rhe would be suspended?

The faculty of the institution are going to uphold our worthy President, and the kickers had better succumb to the inevitable. No injustice has been done any one and the attacks made upon the head of the University are founded upon untruths.

L.

PROHIBITION CONFERENCE

At Parkersburg, March 24, for Forming a Plan of Campaign. Correspondence of the Intelligencer, PARKERSBURG, W. VA., March 14.—The

following call has been issued for a prohibition amendment conference: tates in substance "that as the Legislature of West Virginia has recently proposed an amendment to our State Constitution, prohibiting the manufacture and sale of intoxicating liquors in this State, and has provided for a vote of the people to be taken thereon, at the next general election in November, 1888, it is highly important that the campaign, to secure the ratification of said amend-ment, should be inaugurated at once; and that we, the undersigned, do hereby unite in requesting that a conference of the friends of the amendment, men and women, without regard to party affiliation, but composed of all who love sobriety, peace and prosperity, of all parties, creeds, orders and societies, including all who de-sire the adoption of said amendment by the people, be held at Parkersburg, on Thursday, the 24th day of March, 1887, for the purpose of full and free discussion, and to outline an aggressive Amendment Campaign."

attend communicate their ideas and aug-gestions in writing to A. L. Purinton, of

gestions in writing to A. L. Purinton, of Parkersburg. The call is signed by Messrs. P. B. Reynolds, D. B. Purinton, W. T. Willey, J. N. Potts, Robert T. Harvey, N. W. Beck, George W. Atkinson, R. B. Carr, James H. Ferguson, Daniel Boughner, W. H. Freeman, Will A. Strickler, R. H. Freer, T. M. Harris, Dave D. Johnson and others.

CANADIAN CRUISERS

Anned by British Guuners to Drive Away American Fishermen. Ottawa, March 14.—Captain Scott, R. N., Admiral of the Canadian Navy, and ommander of the cruiser Acadia, has completed all arrangements for beginning the fishery protection service on April 1. At the opening of the season cruise will patrol the southwest coast of Nova scotia and the entrance to the Bay of Fundy, where all spring fishing operations

Frondy, where all spring fishing operations are carried on.

Later on, as the summer advances, the rest of the cruisers now tied up will be put into commission. The fleet will be considerably increased.

Extensive improvements have been made in the Acadia this winter, giving her increased apeed. Her furnace will burn hard coal which will not produce smoke, thus not disclosing her whereabouts to American adhonours. The cruisers at the various stations will daily get under way with the fishing vessels and accompany them to the fishing grounds. They will cruise in shore all day, keeping American schooners constantly in sight. At night all the vessels will return to the nearest port together.

The gunners will be picked men of the British navy. The seamen will be drilled two hours daily, and their exercise will include practice at the great guns as well as cutlass and musketry instruction. Captain Scott started for Halifax last night.

PHILADELPHIA, March 14.—The wages of the Philadelphia & Reading Railroad Company in this city will be increased

Company in this city will be interested from S to 15 per cent.

The increase begins to-day and affects about 500 men exclusive of those at Port Richmond, and the freight and coal handiers at the depots.

The action of the company is the result of a conference which was held on Saturday between an arbitration board representing the employes and General Superintendent Sweigard. It is understood It is understood that a similar advance of wages will be granted the employes at other points along the road. It has just been made

known too, that the coal and freight handlers of Port Richmond were advanced 15 per cant at the beginning of the year. This fact has been kept carefully conceated until now, both sides having pledged themselves to keep it quiet. Claim They Were Deceived. den from Grape say the coal operators brought them to Peoria under false preenses, claiming that the strike was over and that there was plenty of work for

on their arrival they found the men on a strike, and many of them being Kuights of Labor hate to enter the mines. They are here penniless and would not be re-regaged if sent back to Grape Creek. The frades Assembly has appointed a com-mittee to collect funds for their aid. All hands are quiet, but the situation is

critical. Won't Recognize the Amalgamated. McKEESPORT, PA., March 14.-The pudllers and knobblers at Wood & Co's iron mill, who joined the Amalgamated Asso and, who joined the Amalgamated Asso-ciation on Saturday, have been paid off and discharged. The mill was running full to-day except the puddlers and knob-blers departments, where only a few men were at work. The company refuses to recognize the Amalgamated Association and claim that they will have all the men they need in a few days. On the other they need in a few days. On the other hand the discharged employes say they will be unable to secure enough non-union men to run the mill, and are sanguine of publicate sanguine.

ultimate success.

Printers' Demands Granted. CHICAGO, March 14.—The demands of the Typographical Union for 40 cents per thousand ems for book and weekly news paper work has been acceded to by the employers. An expected strike or lock out, was, thus averted. "We haven't lost a shop yet and not a man is out on account of our demand," said Recretary Restall to a reporter to-day. "There has been no trouble," he added, "and I think there will be none."

PEORIA, ILLS., March 14.-A dispatch has been sent to Springfield making in quiry concerning the calling out of the militia in the event of trouble between the striking coal miners and Grape Oreek negroes, when the latter go to work. It is gaid the latter will be armed by the

More Troops for Garrison Duty. Bennin, March 14.-A decree has been

issued directing that four new infantry regiments and court battalions which have been added to existing regiments, be gar-risoned almost exclusively in Alsace-Lo-raine and Baden along the Rhine. Only three battalions are to be stationed along

## AGAINST THE CZAR.

WIDESPREAD CONSPIRACY

o Take the Life of the Ruler of the Ru sians Discovered-Six Students With Explosives Arrested-Russian Embassy at London Discredit the Report.

that the plot against the Czar is wide-spread and serious. Numerous arrests have been made.

A dispatch from St. Petersburg says six tudents were arrested near the Auitchki Palace having in their possession a quantity of explosives. They were awaiting the coming of the Czar on his way to the cathedral to take part in the anniversary

VIENNA, March 14.-It is stated that a well-organized plot has been discovered in Russia to overthrow the Czar's Government and establish a limited Constitutional Government. The plot, it is said, has no connection with Nihilism, its promoters being large land-owners and

## RUSSIAN EMBASSADOR

Discredits the Reported Attempt on the Life, of the Czar. London, March 14.—The report printed

by the Standard, that an unsuccessful atempt to assassinate the Czar of Russia had been made, is utterly discredited by M. de Staal, the Russian Ambassador here. In an interview this morning the Amassador said he had received no telegram in relation to such an attempt and this as sufficient evidence to convince him that the report was unfounded. If it were true he would have received a dis-

atch long ago. The Ambassador said he was about to attend a service in the Russian chapel in ommemoration of the Czar's accession to the throne, and it was not likely that he would leave the embassy if there was the

would leave the embassy if there was the least probability of any news of that character being received.

The Standard, commenting on the reported attempt on the Czar's life, says: "Such an event might be sufficient to turn the scale in the direction of war. From this point of view the outrage is of the gravest possible significance."

The service in the Russian chapel today was crowded with diplomats in full uniform, conspicuous above all being the members of the Russian Embassy, who were congratulated by all present that the rumor of the attempt on the life of the Czar was unfounded.

He Falls from an Excursion Train and is

New York, March 14 .- An El Pago. Texas, special to the World says: Among the Missouri Pacific excursion party that Webster, a feeble old gentleman 76 years old, and his son-in-law, F. C. Macartney, of DesMoines, Iowa. Mr. Webster is the father-in-law of S. B. Wakefield, President of the Stock Board of San Francisco, dent of the Stock Board of San Francisco, and was on his way to visit Mr. and Mrs. Wakefield at San Diego, where they are wintering. When the excursion train reached Sierra Blanca, ninety miles east of El Paso, Mr. Macartney was horrified to find that his father-in-law, who slept in the berth beneath him, was missing. The train was searched in vain. Mr. Macartney telegraphed back for the employes of the next section of the excursion train to watch for the missing man along the track. They did so and found him about ten miles east of Sierra Blanca.

There he lay in the sand, his left arm badly broken by his fall and so badly lacerated that the bone protruded through the flesh. He had also suffered internal injuries. He was thinly clad and had nearly frozen in the chill night air, but was still conscious, although he soon became comatose. He was brought to El Paso and died Saturday afternoon. It is supposed he tried to enter the closet, mistook the door, stepped out on the platform and was at once thrown off by the motion of the cars.

Colored Base Ball Leagu

BALTIMORE, MD., March 14.—Delegates epresenting Pittsburgh, Louisville, New York, Philadelphia, Boston and Baltimore met in this city to-day and adopted met in this city to-day and adopted a constitution to govern a national league of colored base ball players. The six cities represented will each have a club and two more will be added. A guarantee to visiting clubs was agreed to, and a schedule will be presented to the delegates formerow. o-morrow.

At Columbus, O., Adam Hauk shot his wife with a shotgun, inflicting fatal inju-

Thirteen hundred bales of cotton stored in Jacob Voorhee's cotton-shed at Me phis, were burned. Charles Lenders, szed eighty years, re-siding near Sandoval, Ill., fell down a flight of stairs and was instantly killed.

Hon. Eben E. Pillsbury died at his residence at Melrose, Mass., last night. He had been in poor health for some time. Mayor Hewitz, of New York, yesterday appointed James B. Bayles, editor of the Iron Age, President of the Board of Health. Dominick Gray, of New York, who killed his infant child a few days ago, died last night in the hospital from delirium tremens.

The Baptist and Methodist ministers of Philadelphia, yesterday, passed resolu-tions eulogistic of the late Henry Ward Beecher.

Wallace Carpenter, aged nineteen years, has been arrested on suspicion of murder-ing his father, near Houstonville, Ky., Friday night.

Friday night.

A mail pouch was stolen from the junction south of Lafayette, Ind., and the rifled letters were found scattered in the In New York City, Ben. Levanthal, 19

years old, quarreled with his father, shooting and killing him. He then fired two shots into his own head and died almost nstantly. Governor Foraker has refused to honor

a requisition from Governor Taylor, of Tennessee, for the extradition of a former citizen of that State charged with "fraudu-lent breach of trust." Fire last night destroyed the mill of E. A. Buck & Oo., at Willimantic, Conn. The Willimantic Electric Light Company's works were ruined. Buck's loss is estimated at \$15,000. No estimate can yet be made of the amount of the loss to the Electric Light Company.

It is reported that was at the P.

It is reported that one of the Demo-cratic members of the Indiana Supreme Court has stated that the last decision of the court in the Green Smith case leaves Robertson with au uncontested title to the Lieutenant Governorship, and one that cannot be further questioned.

In Extreme Cold Weather nse Colgate's parfectly pure superfine
Toilet Soaps, Cashmero Bouquet the
standard, NATH